

Nick Sabatini Closing Remarks
2008 U.S./Europe International Aviation Safety Conference

I want to especially thank all of the panel members who agreed to share their views on such a variety of topics.

Our next agenda item is action items. . . .

You, the industry have asked that the authorities identify what actions or issues we are committed to moving forward on. We had the opportunity last night to discuss the plethora of views that have been aired on safety management this week, and with Patrick Goudou's support, I would like you to know that the FAA and EASA will move forward from this conference to work with ICAO towards changes in what ICAO has proposed to its signatory States. Understand that fundamentally, safety management is the right thing--we fully support the need for all parties to manage safety. But we need to do so in a manner where the burden on the industry is also considered. I hope that other authorities who have joined us this week, will also consider the views expressed by our customers and that collectively we can influence change in ICAO's basic requirements.

EASA and the FAA will ask ICAO to reconsider and remove the expectation that States should establish a level of safety target. Zero accidents is not reachable and zero should be all of our targets. We believe the SMS dialogue must return to a focus on having the same basic elements globally, with industry having the flexibility to establish processes to manage risks. We do not advocate that these systems be approved by multiple States. Rather with SMS we need to build on a single system within a company and the global acceptance and recognition of that system from the outset—regardless of what safety activity is involved or where a company is based.

Moreover, FAA and EASA will collaborate to facilitate the adoption of terminology and core definitions for our respective State Safety Management Programmes that are harmonized.

Some of what we heard this week on SMS is fraught with difficulty to actually implement. I am a great advocate of SMS, but I also heard the plea that we simplify and focus on results—continued improvement in safety. Perhaps keeping with our conference theme, what we intend is to start a small SMS revolution on behalf of the attendees here.

So how do we move forward from today? It will not be easy. We are asked to manage risks and to build global frameworks after years of customizing our regulatory systems to fit industry needs. In every decision that we make, I hope we will always follow the example of Tony Jannus, our St. Petersburg ancestor, and put “Safety First.”

I hope you have recognized that in planning this year's conference, we have listened to your feedback on topics that were of concern to you and built an agenda to address your issues. We have tried a mix of session formats, to share information and promote discussion of ideas.

We would like your views on whether we have met this goal, and at this time I would like to open the meeting to comments from the floor, regarding this meeting, the mixed panel format, and any other issues that you would like to raise at this point.

- COMMENTS FROM THE FLOOR ON THIS YEAR's MEETING.

We appreciate this feedback. I also encourage each of you to complete the conference questionnaire and deposit it at the registration desk before you leave.

I will now turn the floor over to Claude Probst to talk about the 2009 Conference.

- ANNOUNCEMENT OF NEXT YEAR'S LOCATION.

Meetings of this magnitude are not possible without the contribution of many people behind the scenes who have worked to ensure that your needs are taken care of. I would like to recognize the FAA support staff—Teresa Cavender from Kansas City, and from our Orlando and Tampa field offices—Greg Gaulin, and Patricia Rivera--for their efforts in organizing the

registration, microphone and other support during this meeting. I also would like to recognize Diane Migliori of the Aircraft Certification Service who worked all the logistics of the conference; Ingrid Seyhrellyner, our coordinator at EASA; John Masters, FAA, and Fred Stellar, Manager of the Aircraft Certification Service International Policy Branch in Brussels. This was the first time that Fred took the helm for this conference and he has done an exceptional job. Please join me in thanking the FAA/EASA support team for their work on this exceptional event.

We are also bidding farewell at this conference to Edmond Boullay, the EASA and former JAA representative to the United States, and Claude Probst, Rulemaking Director at EASA. We wish them well in their new life journeys. And I believe you would all agree that despite our differences, the U.S. and European systems are very much closer than they were in the past due to the collaborative efforts of many individuals like Claude and Edmond.

This conference is always a reminder that aviation safety requires passion, teamwork and excellence, and I am honored to work with so many fine aviation safety professionals.

I look forward to seeing all of you next year in Athens. Have a safe journey home.